

Week 22

HELITEAM WAVE AND SERIAL ASSIGNMENT TABLE (HWSAT) AND HELICOPTER EMPLOYMENT ASSAULT LANDING TABLE (HEALT) PRACTICAL EXERCISE

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Annex A: Helicopter Availability Table (HAT)
Annex B: TO/TE for Company I (Rein)
Annex C: Blank HWSAT and HEALT

1. Special Situation (continued from Operation Eastern Crescent)

- a. After a meeting with the commanding officer (CO) of regimental landing team (RLT) 2, the commanding officer of battalion landing team (BLT) 3/2 conducted a conference with the appropriate air-ground staff members to discuss the selected course of action (COA) and the concept of operations. The RLT-2 operation order called for a helicopterborne assault by 3/2 (Rein) into helicopter landing zone (HLZ) Eagle to seize AF Objectives A and B. Below is the concept of operations excerpt from the BLT 3/2 operation order. Note that I Company is **SE#1**.

“At 0630 L-Hour, BLT 3/2 conducts heliborne assault and seizes AF OBJ A with one rein rifle company, and AF OBJ B with two rein rifle companies. A rein WPNS company supports assaults on both objectives. **SE#1**, a rein rifle company, conducts heliborne assault and seizes AF OBJ A IOT facilitate offload of follow-on forces. **SE#2**, a rein rifle company, conducts heliborne assault and isolates AF OBJ B IOT prevent enemy interference with ME. **ME**, a rein rifle company, conducts heliborne assault and seizes AF OBJ B IOT facilitate flow of follow-on forces into the AO. POF to ME. Initially, no reserve.”
- b. Intelligence briefs on the area indicated moderate defenses by enemy forces in the vicinity of Jask but limited activity around HLZ Eagle. In addition, Gundish radar emissions have been detected in the vicinity of the airfield at Jask. The status of this threat is not known. See prior op orders for a detailed intelligence summary. The weather is expected to be clear for the operation. The CO of 3/2 is concerned about heightened security around both AF objectives due to enemy reactions from the H-hour assault. Therefore, he desires rapid combat build-up on the objectives. He wants all his battalion inserted into HLZ Eagle in the shortest time possible.
- c. Terrain evaluations conducted by reconnaissance units revealed that the area is relatively flat with no major obstructions. Brownout due to sand is the major problem of the landing zone evaluation. Cross-country mobility for troops and vehicles should be good. HLZ Eagle can accommodate an estimated 20 CH-46s at one time. Suitable alternate landing zones are available throughout the area.
- d. The CO of BLT 3/2 requested that one UH-1N be available during the assault for the HUC. As the HUC, he wants to be airborne with the first wave in order to observe the assaults on both AF objectives. He has also requested a division of AH-1Ws be in direct support from L-10 minutes to L+2 hours or once AF objectives are secure.
- e. At the conclusion of the meeting, the CO of BLT 3/2 indicated that resupply would be on-call and commence as soon as AF Objective A and Black Beach 1 were sufficiently organized to receive the resupply helicopters and boats.

2. Student Requirements

Requirement 1. Prepare the HWSAT for Co I (Rein). The task organization for Co I (Rein) is provided as an annex to this section. Use the HAT (Annex A) to complete this PE.

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It is unrealistic that the helicopterborne assault of BLT 3/2 would focus on one company at a time to include *all* their T/O and equipment. Each company and attachments within the BLT would be assigned their own serials for planning purposes and would be organized to support the concept of operations. The HWSAT and HEALT would be much more involved reflecting all of BLT 3/2. Although the whole battalion will be conducting a helicopterborne assault, this PE only requires planning for Co I (Rein). The objective of this PE is to have you understand the “mechanics” in constructing a HWSAT. The learning objective can be satisfied at the company level.

a. Use the following planning data for this PE:

- (1) CH-46E: 15 combat troops; 4,000 pounds of cargo
- (2) CH-53E: 30 combat troops; 15 combat troops; and 1 HMMWV externally or up to 30,000 pounds of external cargo (limited range)
- (3) UH-1N: 6 combat troops; 1,600 pounds of cargo.
- (4) Plan on only six spots available for launching due to deck space and aircraft parking. For simplicity, use these six spots for subsequent waves. If a large assault force was launched with multiple deck cycles, you can plan to use seven spots for recovering aircraft until the forward parking area is full.
- (5) Plan on launching four AH-1W escorts and one UH-1N for command and control with the transport aircraft. **Note:** Annex B does not account for the BLT CO and his radio operator. Assign the BLT CO and radio operator the last serial in the first wave. For weight purposes, include the air mission commander (AMC) into this serial.
- (6) Ambient weather (WX) conditions have been taken into account and will support the planning data mentioned above.
- (7) TO/TE
 - (1) Personnel: Each combat Marine weighs 240 pounds.
 - (2) Equipment: Weight factors for all equipment are listed in Annex B to this section.
 - (3) BLT Hq and Co I are embarked aboard LHA-2.
- (8) The serial numbers assigned to Co I and attachments are 1100 through 1109.

b. Steps to Complete Requirement 1:

- (1) Check helicopter availability for HMM-263 and the other squadrons. You will be allocated (11) CH-46s from HMM-263 and (4) CH-53s from HMM-461, (2) CH-53s from HMM-464, (4) AH-1Ws, and (2) UH-1Ns from HMM/A-269.

- (2) Review the enemy situation.
- (3) Check the size of HLZ Eagle at grid 836430 and alternate HLZ Owl at grid 862440.
- (4) Review the task organization of Co I (Annex B). Annex B lists all elements of the company's troop list, together with T/O and T/E.
- (5) Visualize tactics ashore:
 - (a) Company concept of operations
 - (b) Unit integrity
 - (c) Command and control
 - (d) Anticipate time delay between waves.
- (6) Make heliteam assignments.
- (7) Cross-check numbers and weights.
- (8) Account for everyone and all equipment and supplies.
- (9) The (2) CH-53Es from HMH-464 (located on LHD-1) are allocated for one-time use to lift the low-altitude air defense (LAAD) detachment off LHD-1. The timing has been worked out for the (2) HMH-464 CH-53Es to join up with I Company's first external lift wave. (You can include them into the first planned wave of externals off LHA-2, all as one wave.)
- (10) Due to deck space management, the ship can only conduct one external lift at a time. Consider maintaining aircraft section integrity and assigning (2) CH-53Es per wave when conducting follow-on external lift operations. This way you won't waste unnecessary time trying to join-up more than two aircraft at a time for follow-on waves.

Requirement 2. Develop a HEALT to support your HWSAT.

Helicopter Employment and Assault Landing Table (HEALT) Practical Exercise

1. Special Situation (continued from Operation Eastern Crescent)

- a. The HWSAT has now been completed. You know the total number of heliteams required to land the assault elements of Co I (Rein), BLT 3/2.
- b. Planning considerations:

(1) Use the planning data provided on the following page.

Note: Because the CH-53Es fly in mixed formations and are limited to 120 knots with externals, plan all CH-53E legs at 2.0nm/min. Also, use one minute for CH-53E unloading times (when not conducting externals) for this PE.

- (2) For this requirement, use 24 nautical miles as the one-way en-route distance to LZ Eagle. Twenty-four miles represent the location of the ships that may be moved closer to shore once key objectives are seized and the destruction of the enemy's anti-ship capability has been confirmed.
- (3) Use a number of launch spots based on operational capability with parking considerations as found in the planning data.
- (4) Aircraft carrying both passengers and externals will add together the times required for *each* evolution.
- (5) The ships' captains of the LHD and LHA have authorized only one spot on their respective flight decks for externals (i.e., only one aircraft at a time can conduct an external off each deck).

2. Steps to Complete Requirement 2

- a. Use the HWSAT SRP and prepare a detailed timeline working backward from L-hour. By working backward from L-hour, you can determine how many deck cycles it will take to launch the first wave. Remember, the HWSAT was made based on the guidance from the AMC on what the ACE was able to support. In this case, the AMC has assured the HUC that (10) CH-46Es, (2) CH-53Es, and (1) UH-1N could be formed into the first wave.
- b. Next, work forward from L-hour and continue developing the timeline to reflect the other waves progressing into the LZ.
- c. Do not lose track of aircraft fuel status and allow aircraft to run out of fuel.
- d. Once the detailed timeline has been completed, complete the HEALT. Plan for (4) CH-46Es and (2) CH-53Es for "on-call" waves for Co I resupply (times TBD).

e. Helicopter Planning Data

(1) Ship planning data

- Loading pax – 5 minutes
- Loading cargo – 10 minutes
- Landing/takeoff – 5 minutes
- Refueling
- CH-46 – 5 minutes
- CH-53 – 10 minutes
- External – 5 minutes
- Deck Cycle – 30 minutes

(2) En-route planning data

- Rendezvous/hold – 5 minutes
- CH-46 – 120 knots (2 nm/min)
- With external – up to 90
- CH-53 – 120 knots (2 nm/min)
- With external – up to 120

(3) Zone planning data

- CH-46
Approach – 2 minutes
Unload troops – 1 minute
Unload cargo – 5 minutes
- CH-53
Approach – 2 minutes
Drop external – 10 minutes to drop load, drop pax, and recover slings
Unload troops – 1 minute
Unload cargo – 10 minutes

(4) Fuel endurance

- CH-46E 1+30 hours for this mission (with troops)
- CH-46E 3+15 hours without troops
- CH-53E 4+00 hours for this mission
- UH-1N 3+00 hours for this mission
- AH-1W 2+00 hours for this mission

(5) Payload

- CH-46E – 4,000 lbs.
- CH-53E – 20,000 lbs.

(6) Normal troop capacity

- CH-46E – 15
- CH-53E – 30 (due to operational restrictions)

(7) Examples of how to use the planning data:

2 minutes to climb and form as a section/division
5 minutes to rendezvous at RP (if required)
12 minutes en-route time (total)
2 minutes for approach and landing
= 21 minutes total from takeoff to LZ

2 minutes to climb and form as a section/division
12 minutes en-route time to ship
2 minutes for approach and landing
= 16 minutes total from LZ to ship or from ship to LZ unless a rendezvous is required at the RP

5 minutes to account for landing/takeoff from the ship
5 minutes to load troops
5 minutes to conduct external
= 15 minutes total to land and pick up troops and an external load. Account for second aircraft external time of 5 minutes so two aircraft will take a total of 20 minutes.